

**INTERACT'S
TRANSPORTATION PRIORITIES PROJECT
WRITTEN COMMENTS FROM AREA FORUM PARTICIPANTS**

A. EXERCISE #1 – TRANSPORTATION CONCERNS & ASPIRATIONS

1. SOUTHEAST Forum – *Concerns & Aspirations*

- Public transit.
- Mobility issues.
- Funding.
- Smooth flow of transportation from local to county to regional systems.
- Ease of walking, biking and other connections.
- I am mostly concerned with local traffic and neighborhood livability.
- Speed on local roads is above posted limits.
- Street trips are too high.
- Locally would like bus schedules to be more often.
- Would like Portland's MAX to come closer, into Clark County.
- How to: (Alignment of safety, maintenance, commerce funding).
- Concern: damage of commerce, i.e., big trucks do to roads and safety to individuals.
- SR-14 from Camas / Washougal (safety).
- Traffic light in Camas at NW 6th Ave intersection with SW 6th Ave and Norwood.
- Funding Sources – stable, more than status quo; more than maintenance.
- Rural roads serving urban use are failing.
- Concern: with congestion generally and getting to Oregon.
- Safety on our rural roads.
- Better planning for land use.
- Need to consider the role of light rail.
- Projects underway – 192nd interchange will help, but only temporary fix.
- Improve maintenance of roads.
- Congestion relief needed on 164th.
- Safety concerns – people traveling on bicycles along highways.
- Safety on rural roads, i.e., Washougal river road; wider shoulders – bike paths.
- Light rail – Portland to 164th extending to Camas, Hazel Del and fast-growing areas.
- Light rail is fundamental to quality of life issues in the future... we need to build it now!
- Let's not create another Seattle-like nightmare in Clark County.
- We need to look at the long-term. We need to develop a light rail system and plan for land uses that compliment. Create development around light rail.
- Land use planning as it relates to transportation.
- Planning for the future NOW.
- Build a system that doesn't become obsolete with higher energy costs.
- We make it convenient around here for people to drive cars, which doesn't support public transportation.
- Land use planning should be designed pro-actively so that transportation can be designed to its fullest.
- Neighborhood – sidewalks.

- Interstate – large, expensive projects, takes a long time and many \$\$.

2. SOUTH CENTRAL Forum – *Concerns & Aspirations*

- Congestion is trickling down to neighborhoods.
- No communication or working together between City and County.
- Loss of public transportation in neighborhoods.
- Increased urbanization brings with it inevitable congestion that is not feasible to correct. You cannot apply rural road standards to urban areas.
- Local concerns: 1) neighborhood-traffic calming, cut-through traffic, ped/bike safety; 2) arterials – commercial access, people and freight mobility, commerce.
- The City of Vancouver Transportation Dept wants to create a thoroughfare right through the neighborhood (9th/11th) and ruin the quality of life, while creating a need for traffic calming – yet they say they want to improve transportation and not create the need for traffic calming. City will not remove plans to complete 9th/11th.
- Transportation to Portland for medical appointments is extremely difficult (if not impossible for the elderly/disabled). Why? How can C-TRAN work with Tri-Met to make it better?
- Traffic light at 155th and 18th.
- School safety at Evergreen High School.
- I-5 over the Columbia – road jam a.m. and p.m. Must either join the jam or restrict travel time and visit duration.
- 134th / I-205 traffic.
- Salmon Creek capacity (PR).
- Develop moratorium in Salmon Creek area.
- Transportation funding for those who cannot supply their own.
- Traffic lights not coordinated at 164th and 14th. State and City needs to work together, so that congestion at off/on ramps are working together to help traffic flow.
- Quantity of traffic / # streets.
- Speeds.
- Cut-through.
- Flow-through.
- Highest single occupancy.
- Lack of balanced transportation.
- Focus on reducing congestion: a) more support for public transportation; b) more jobs in Clark County; c) smart planning; d) promote telecommuting.
- Concerns: Need for pedestrian and bicycle infrastructure (sidewalks, bike paths, ADA ramps); need for smoother traffic flow on major arterials; need for greater freeway access and egress.
- New growth areas must dedicate land for larger roadways to cover buildout.
- Traffic light coordination needed for smooth flow on arterials.
- It is important to make sure that the needs of the disabled and elderly are taken into account with any plan. Many of these people are low-income and dependent on public transportation to get to the doctor and to get to the store for grocery shopping. Often, they need to be accompanied by an attendant, seeing-eye dog, or whatever. They need a system that is simple to understand and easy to use. Many are frail and don't feel well – they can't wait a long period of time for return rides. C-VAN does a good job for this population, but is too restricted to be as useful as it should be.

- I hate the speed bumps that have popped up everywhere. I have an old car, and those bumps are hard on its shocks, but I can't avoid the darned things entirely. I'm concerned about the damage that's doing to my car and how much it will cost me.
- People in the rural areas lost bus service as a result of I-695. These are generally low-income people who need access to public transit to get to jobs, access health care, etc.
- Evergreen transit center service needs to be improved/maintained.
- Jobs in Vancouver to reduce commutes to Portland.
- Expand right-of-way purchases (may include purchasing permanent easements preventing development).
- Move jobs from Oregon to Clark County – you can only add so many more lanes of traffic.
- Promote telecommuting over transit, meaning road construction.
- Capacity on minor arterials.
- Mass transit / more commuter buses / park and rides.
- I-205 / Mill Plain bottleneck.
- 18th Street – 112th to 136th capacity concerns.
- Bus system must improve – more buses, more often.
- Padden @ I-205 – safety issue – sharp right turn.
- Lighting on Padden for bikes and pedestrians.
- Mill Plain exit from I-205.
- Shoulderless roads.
- 18th Street and Evergreen.
- Capacity on 18th Street and 136th.
- 28th Street.
- 49th Street / 122nd Ave.
- More commuter buses / park & rides.
- Pro-active neighborhood transportation.
- Bike lanes not needed everywhere.
- North county, 502 to I-5 North, county fly-overs / Hwy 14 slough bridge and widening to 32nd in Washougal.
- Dual rail capacity improvements.
- I-5 transportation from Woodland South.
- A 3rd and 4th bridge in Camas-Washougal – one across Columbia River to Washington County!

3. SOUTHWEST Forum – *Concerns & Aspirations*

- Rail capacity for freight and people.
- I am concerned that we are measuring the effectiveness of the transportation system incorrectly. We are trying to improve vehicle miles rather than effectiveness in moving PEOPLE. Let's move people.
- We do not have a capacity problem – we have a demand problem!
- Transportation planning starts with land use planning. All transportation starts and ends with a walk.
- Automobiles should pay the full share of all they cost society.
- We need to focus on the impact of our land use, not the increased capacity of our roads... change to reduction of trips.
- Increase public transportation.
- More park & ride.
- One person in each car – share rides.

- I ride bus – funding was good ten years ago. Now decreased funding for public transportation.
- Toll on bridge – I used to have to use tokens to get to Portland.
- Increase public transportation routes and schedules.
- Clearing arterials would alleviate some neighborhood traffic.
- Sidewalks need repair – need more curb cuts.
- C-TRAN needs to increase.
- Hours of operation and add more routes.
- Main concern is arterials re: SR-500. If they are “clean,” then neighborhood streets are little problem.
- Shorter commutes.
- Sidewalks in NW neighborhood.
- Planning for transportation is very inadequate.
- Extend sidewalks on all city streets.
- Public transportation to Portland/Vancouver.
- County: lack of grid system – bottlenecks in local traffic.
- County: inadequate access to public transportation.
- Access to Oregon – work, shopping.
- Local: speeding on neighborhood streets – safety issue for children in neighborhood.
- Add real highway capacity, not light rail.
- Accessibility to Oregon.
- Land use planning as it relates to transportation.
- Improve access to the Port of Vancouver – Fruit Valley bypass (new 26th Street); rail into Port; 39th Street overpass.
- Concern: limited routes north & south; bottlenecks where local growth has occurred; lack of public transportation (hours available).
- Aspirations: good grid of N/S and E/W routes; development (both residential and business).
- Our public transit system is woefully inadequate and unable to reduce the demand on our road system.
- More money to get around without car.
- Bike mobility (priority).
- Pedestrian sidewalks, curb cuts, repairs.
- Transit for elderly or disabled.

4. NORTH Forum – *Concerns & Aspirations*

- County roads are too narrow for pedestrians and bicyclists.
- Level of performance – concern – need to get around when can’t drive anymore. Whole baby boom coming. This may be a SAFETY matter as we get to the point that we are unreliable drivers.
- Concerned about lack of sidewalks and road shoulders in the County.
- Traffic through Battle Ground.
- Getting to I-5 from Battle Ground.
- Insufficient public transportation.
- Should put the INDUSTRIAL NODES TRANSPORTATION on top priority so they can be developed and have the infrastructure planned or in place.
- Concern: 319th St / LaCenter.
- Overpass upgrading – upgrading rural roads to include shoulders – 219th Street exit system from I-5.
- County roads designed for auto and not safe for others.

- Plan infrastructure in industrial nodes before development jointly with private sector.
- 219th / I-5 interchange – do it ASAP.
- Local streets unsafe for amount of traffic; suitable only for cars.
- County roads and freeways do not keep pace with growth.
- Too many dead ends and cul-de-sacs make pedestrians and bikers go longer distances and force them onto roads that have too much traffic.
- Non-functional Ridgefield junction and close-by roads.

5. CENTRAL Forum – *Concerns & Aspirations*

- Safety.
- Transportation and land use planning done together.
- Concerns: lack of cooperation among jurisdictions/agencies compared to other regions in the country. Lack of consistency with land use.
- Aspirations: cooperation among jurisdictions, sound policies.
- All roads should be useable for vehicles and pedestrians in a safe manner.
- Wider shoulders for walking/biking in the rural areas.
- Coordinating traffic lights.
- Create left-turning lanes at intersections of high use (Main St in Battle Ground, 134th Street park & ride).
- More carpooling to Oregon.
- School bus stops should be changed from stopping at every driveway.
- 179th at I-5 badly needs remedy.
- Vancouver to Portland needs remedy.
- Need bus service to Yacolt.
- All areas of dangerous situations resolved.
- Good cross circulation of road systems.
- Better use of existing rail lines for commuter use – coordinate with C-TRAN.
- Coordinate work schedules.
- Address the current traffic issues through Hockinson – urban volumes on a very rural road system.
- Fixing the congestion created by the I-5 bridge.
- Looking at areas becoming congested by growth – local roads.

B. EXERCISE # 2 – PRIORITY FOR IMPROVEMENT

1. SOUTHEAST Forum – *Priority for Improvement*

- Need to eliminate bottlenecks, i.e., Salmon Creek, E. Mill Plain, to solve building moratoriums.
- Remove bottleneck south of Jantzen Beach.
- Better methods to maximize traffic flow (coordinate traffic signals, etc.).
- Can't have realistic rating of preferences without giving some cost relationships (people might yank something high until they learn it would be very expensive).
- Problem of local traffic going too fast in neighborhoods is often because fast drivers don't want to deal with crowds on throughways. More planning about throughways and more ingenuity in placing them.
- Based on what is "do-able": public transportation, increased capacity for freight.
- Solid numbers on cost before we can make a decision on what to fund at what level.

- Funding is most important.
- You can't build enough to eliminate congestion – so what level of congestion is acceptable?
- Still building to this level takes \$\$.
- Planning – especially light rail possibilities.
- Funding – good plans bring funding.
- Walking paths, bike paths, school zone accessibility.
- Wider shoulders for bike lanes / safety.
- Planning is #1 because this identifies what funding is needed for more transit. Road, highway, and community activity (bike, walk).
- Improve through land use planning.
- Jobs – quality + quantity closer to home community – a diverse employment base required to do it.
- Public transportation – the answer is a system that can serve more needs. Choose incentives for greater use.
- Safety (mobility) – safety to travel by bike, foot, public transportation. People are more apt to shop, do business, work in the community, keeping revenue within the local community.
- Funding should drive: improving capacity throughout Clark County for individuals and improving public transportation.
- Install a funding source for transportation that cannot be ruined by Tim Eyman.
- #1: Priority – coordinated planning #2: Funding.

2. SOUTH CENTRAL Forum – *Priority for Improvement*

- Safety considerations – high priority (quality).
- Infrastructure – high priority (need to move goods/people efficiently).
- Jobs now and in the future, quality of life – very high priority.
- Safety/flowing – alternate methods to alleviate – high priority.
- Job capacity effected – high priority.
- Moving people – very high priority (cars).
- Moving people – high priority (other).
- Look ahead capability – high priority.
- Involving community – high priority.
- Freight mobility MUST improve if we are to maintain and improve our region's economic viability.
- Move maintenance to top; next, public transit.
- Find a cheaper system for mass producing handicap sidewalk cuts (i.e., pre-stressed and machine delivered).
- More public transportation.
- Expand capacity in County.
- Economic development.
- Bike lanes – NOT on every arterial road! Need a well developed plan.
- Transportation planning must be married to comprehensive land-use planning.
- Planners should provide a descriptive summary of the rationale for their projects, i.e., why did you put the road from point A to point B?
- Too much widening and increase of land use to highways.
- Need to provide better public transportation to where people ACTUALLY work. Building more is NOT better.
- Planning / policy / strategy should be in the top three – along with funding and public transportation.
- If you can't fund a project, don't bother to plan it!

- If funding is improved, all else will fall into place.

3. SOUTHWEST Forum – *Priority for Improvement*

- Priority for improving: Attitudes – we need to move away from thinking of one automobile as an “entitlement” – think about the trips/conservation.
- Pedestrian sidewalks, curb cuts, and repairs. Transit for the elderly or disabled.
- Bike mobility.
- Fixing transportation means reducing trips not increasing capacity.
- Re-develop areas with a mix of uses and limit expansion of developed land.
- Funding biggest problem, it’s short of the needs and requirements.
- Public transportation – another big priority.
- Better public transportation (bus) like San Francisco.
- 1.) Funding 2.) Public Transportation 3.) Investing in I-5 corridor.
- Priority for improving: attitudes – we need to move away from thinking of the automobile as an “entitlement” – think about the trips/conservation.
- Transportation planning/policy/strategy. Planning, got to change land use.
- More money to get around without a car.
- Why talk about improving transportation in anyway without 7.8 being #1 (high priority).
- Create many small “downtown” type of areas where a community is fostered.
- Our public transit system is woefully inadequate and unable to reduce the demand on our road system.
- I would want to see a strong strategic plan that works on reducing demand upon the system not increase an already sufficient capacity.
- Good planning comes before all else.
- Light rail.
- Education. That makes the whole system more explicit.

4. NORTH Forum – *Priority for Improvement*

- Planning/Policy/Strategy because bad decisions waste precious tax \$\$.
- Funding/Spending because we need a stable and regional – source.
- Highest priority for improvement – Airports in Clark County. We have been losing them to other development.
- Biggest dilemma.
- Fuel that drives the rest.
- Keep our focus in County – for improvement.
- Improve routes to schools to make walking/bicycling there safe.
- Transportation Planning/Policy/Strategy.
- Transportation Funding.
- Making Roads to handle trucks.
- New roads – I-5 and 503 are already washboards!!!!
- No triple trailers on trucks.
- How do we solve “old suburbs” with no sidewalks, drainage, etc. No existing funding -- big problem.
- Public transport within Clark Co. as well as to Oregon.

5. CENTRAL Forum – *Priority for Improvement*

- Create many small “downtown” type of areas where a community is fostered.

- Education that makes the whole system more explicit.
- 1) funding; 2) public transportation; 3) investing in I-5 corridor
- Better public transportation (bus), like San Francisco.
- Public transportation – another big priority.
- Funding biggest problem – it is short of the needs and requirements.
- Planning – similar to having planned for the Padden Parkway.
- Fixing transportation means reducing trips, not increasing capacity.
- Redevelop areas with a mix of uses and limit expansion of developed land.
- Light rail.
- Good planning comes before all else.
- System maintenance/safety throughout Clark County.
- Capacity/congestion throughout Clark County.
- Congestion & safety throughout Clark County.
- Stop building bike lane on every arterial road-develop a plan.
- We can/must do a much better on the policy/strategy.
- More bang for the buck.
- Better coordination on land use planning to transportation planning – where are the jobs?
- Must have access in and out of Washington for getting to and from work/goods/services.
- Transportation planning policy strategy.
- Public transportation needs to be coordinated with land use much better.
- Transportation to and from Oregon, truck traffic smoother merging.
- Convenience/freight matches transport job creation locally.
- Forecasting long-term growth areas and solving transportation problems accordingly.
- Capacity: to reduce delays and long waits at lights.
- Bus routes.
- School bus routes.
- More handicap/elderly transportation to doctor/stores.

C. EXERCISE #3 – REGIONAL TRANSPORTATION PRIORITIES

1. SOUTH CENTRAL Forum – *Regional Transportation Priorities*

- Addition off-ramp connection from Mill Plain to 112th Ave., is a “band-aid” and wasteful of resources needed to support 18th/28th interchange project!
- Public transportation should be 100% subsidized by the public. You can’t do a good job with financial restraints or by increasing the public fares. It’s a policy statement.
- Questionable projects – traffic management.
- 134th congestion, moratorium.
- 164th/14th Evergreen H.S.
- What impact will R-51 have on all this if it passes? How about saving money by making funding simpler? Instead of pooling and matching funds from numerous different entities, it would save \$ to have one chunk administered by only one entity.
- Safety Issues -- we need to pay attention to safety around the schools and within a one mile radius – sidewalks, slow traffic down – these are the only areas where I’d use speed bumps.
- Region needs a Washington County by-pass to Clark County – via Salem by-pass.

- Each funding proposal depends on the specific costs. I will vote against any item that costs too much. If I had known the amount of the system development fee and real estate transfer tax, I would have moved elsewhere in the region.
- Need to identify potential dollars possible from each source to see the relative value & show graphically the specific impacts of the reduced value of existing taxes.
- SR 500 On ramp to I – 5.
- It might be better to build 1-205 interchange at N. E. 28th St. in ----- of split diamond.
- SR 14 bridge(s) of Lady Island (especially west end). Repair immediate safety replacement, even if remainder of project is delayed.
- Consider new Columbia River crossing from east end of Lady Island to Troutdale.
- I-5 widening from 99th – 134th St. should also add one lane to 179th.
- Be practical. When is Oregon going to pay its share for replacing I –5 Columbia River Bridge? Is there a point in planning beyond land purchases given that & the terrible of all Oregon bridges.
- Metro projects. On ramp from SR 500 to I –5 N.
- Interstate – 3 lanes soon. 205 500 to 134th is not needed.
- SR 500 interchange to North I –5 direct. Add Slough Bridge to Camas 6th to 32nd.
- One-way city streets could be effective and should be used more.

2. SOUTHWEST Forum – *Regional Transportation Priorities*

- Rebuild I-5 Bridge across the Columbia River, and add light rail, highway lanes and bicycle/people access.
- SR 500 exit to N. bound I –5.
- Public Transportation Need. Connect C-TRAN in East Clark County to the Tri- Met/Max @ airport area.
- Summary of Metro Transportation – don’t know about 50% of projects so have to assume planners have just made good choices.
- Missing: free flowing SR 500 with no traffic lights – (for that to happen what would need to be done? i.e., on ramps, off ramps, etc.)
- 2023 plan projects.
- What’s missing? Expanded transit service to/from Portland N.E./airport including light industrial area vicinity of Airport Way. Lots of workers who live in Clark County.
- Comments on RTC List: On target: Mostly yes. Not on target: ? funding for the 2 mega projects. What’s missing: North connection to BG from East County.
- Improve the I-5 corridor. More highway capacity and very good transit is needed. Light Rail!
- See no road (highway) planned from S. E. to N.W. like 205.
- Align railroad drawbridge to I –5 draw span.
- Don’t build I – 5 219th Street exit. Waste of \$.
- Project Priorities -- interstate - interchange at I –5 and 219th seems premature. Question whether local planning (Battle Ground) and County planning are ready to deal with the changes this interchange will create.
- Interstate & state projects help SOU’S not HOV’s. Promote public transit and light rail projects. Bump up light rail so it is constructed ASAP.
- Do MAX now not later.
- Interstate.
- Focus plans on improving roads that will eventually reach capacity again soon – they are off target.
- Missing: execution of light rail; clean transit increases w/specifics; expansion of bike lane system.

- State -- on target.
- Interchange for SR 500 and St. John's Blvd.
- Interstate: missing -- West Side Plan.

3. NORTH Forum – *Regional Transportation Priorities*

- Poll #14.2 -- Projects mostly unknown to North County area forum people.
- On target: 219th Interchange, SR 500 new Interchange, more/new transit centers.
- Not on target: widen/improvements to I – 205.
- 14.2 Unable to vote decisively because unaware of on target areas outside where we frequently go.
- #5
- Widen I –5.
- Widen I –205.
- Improve capacity of 269th & 319th overpasses.
- Projects - don't study light rail – it was obsolete 70 years ago. Look at modern systems instead.
- 219th interchange on target.
- 269th & 319th & I – 5 not on target.
- Need more specificity to transit priorities.
- Traffic jams on Exit 14 are getting bad enough that they may back up onto the freeway.
- Consider narrowing arterials to slow traffic and make roads safer.
- Stop building parkways through headwaters of creeks.

4. CENTRAL Forum – *Regional Transportation Priorities*

- Transportation planning / policy / strategy planning – got to change land use.
- I would want to see a strong strategic plan that works on reducing demand upon the system, not increase on already sufficient capacity.
- Light rail systems are not an effective mode of transportation. More emphasis needs to be made on other transportation modes.
- Forget the light rail “loop” – bring across river and stop it there!
- Expand/build park & rides to serve.
- Better east/west bus service.
- Dump I-205 / I-5 / 134th project – it's not that bad.
- Discourage fast growth in East county without local job creation. Try to live without having to widen SR-14; more transit!
- Missing: land use consistency, systems and demand management strategies. Basic strategy on managing growth. You can't build your way out of congestion.
- Yes – rebuild I-5 bridge and add more lanes. Yes – build a third bridge.
- Rebuild the I-5 interstate bridge and/or use the I-205 bridge.

C. EXERCISE #4 – TRANSPORTATION FUNDING

1. SOUTHWEST Forum – *Transportation Funding*

- Need to enforce collection of residents with out-of-state registered vehicles. These same out-of-state registrations are also used to avoid supporting our local sales tax income.
- Not on target: virtually all the interstate and state projects favor single occupancy vehicles.

- Regional gas tax.
- Increase title and registration fees.
- Increase truck / weight miles.
- Tolls – pay to use.
- Toll roads.
- Increase state gas tax.
- User fees.
- Local option – gas tax. Keep 100% gas tax collected here in Clark County.

2. NORTH Forum – *Transportation Funding*

- I.T.S. – based miles – driven fee.
- Use technology.
- More use revenue = more data!!
- Increase vehicle registration fees.
- #1 – 12.14 but now we leave big bucks on the table. #2 – 12.3 and we keep every dollar in the County.
- Regional gas tax – give 100% to region.
- Public – private sector.
- L.I.D.'s.

3. CENTRAL Forum – *Transportation Funding*

- Combo of general and user taxes, but weighted toward user tax.